



The Aeronautical Newsletter of the  
**Seattle Flight Standards District Office**

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SELECT No. NM01FS08

March/April 2000

## WINGS

The FAA's Pilot Proficiency Awards (WINGS) Program, is an excellent way to brush up on the essentials of flight. With WINGS we are encouraging pilots to establish and maintain their own annual refresher training program. WINGS is a voluntary program, you participate only if you choose to.

To qualify for your WINGS you must attend an FAA sponsored safety seminar and get three hours of refresher flight training from the instructor of your choice. For airplane pilots, the three hours of training include one hour of landings, one hour of instrument (either in an airplane or in a simulator), and one hour of maneuvers.

We have the same WINGS for pilots of helicopters, sail planes, balloons and ultralights. The three hours of flight training is modified to suit the type aircraft.

## WINGS WEEKENDS

WINGS weekends consist of two days of seminars, and flight instructors who have volunteered to provide the three hours of instruction at no cost to you (you must provide the airplane). At a WINGS weekend, you can show up, attend a seminar, get the refresher flight

training, and wear your Wings home. ***To participate as a pilot, you must be current and qualified to act as pilot in command because you will be the pilot in command, and the instructor will not!!!*** Thanks to the enthusiasm and hard work of our friends at the Washington Pilots Association, the Arlington airport Managers Office, and Pro-Aire, Wings Weekends are currently planned for the weekend of April 29 and 30 in Yakima, and in Arlington on May 13.

Since maintaining the ratio of pilots to flight instructors is so critical, ***PRE-REGISTRATION IS MANDATORY!!!*** Whether you are a pilot looking for training or a flight instructor who can help, call Leonard Krugar at 509-877-4570 to participate in Yakima, or Justin Hall at 360-435-8554 to participate in Arlington. We encourage participating pilots to consider tipping their volunteer flight instructors.

## WINGS.COM

For the next year the FAA will be conducting a test of a new system to deliver safety-related training material via e-mail. If you decide to participate, about every two weeks you will receive a short e-mail message with information on an important safety related topic. Each

will contain topical pilot training information and a short quiz. Successful completion will reward you with a certificate of completion of the seminar portion of the WINGS program. To take a look, or to sign up log on to:

<http://wings.e-dialog.com/bin/survey>

## THE SKAGIT FLY-IN

We invite you to WINGS approved seminar which will be conducted during the Third Annual Tulip Festival Fly-In at the Skagit Regional Airport on April 8, 2000 from 10.00 - 11.30 am. It will be held in a hangar at Skagit Regional Airport at 15254 Flightline Rd, (1 hangar west of Chuckanut Aviation). David Anderson of Transport Canada, will discuss flying to, in and around Canada and returning to the US. Immigration, customs and flight procedures will be covered.

The Fly-In runs from 11:00 am to 4:00 pm and will include Warbirds, Experimentals, Certificated Aircraft and of course, tulips. For further information, contact Julie Hubner at (360) 766-7820. See ya there!

## NOISE ANNOYS

Please do what you can.

## WTO - A DIFFERENT PERSPECTIVE

The US Secret Service insisted that the FAA create a Temporary Restricted Area, centered over downtown Seattle, during the World Trade Organization Convention in early December. The Temporary Restricted Area had a seven mile radius, and extended from the surface to 18,000 feet, 24 hours a day during all five days. The Secret Service was here and monitored the thing 24 hours a day, all five days, to catch any pilots who penetrated the airspace without authorization from ATC.

We are delighted to tell you that you drove the Secret Service nuts! There were very few unauthorized flights into the Temporary Restricted Area. In fact, there were only 5 instances in which we had to take legal enforcement actions. In Denver, when they had a similar Temporary Restricted Area, they had to take action in 70 cases. The count here was incredibly low because you volunteered to respect the airspace and either communicate with ATC or circumnavigate the affected area. **WAY TO GO!!!** We thank you. You're a class act.

### AIR BATS AND COMMON SENSE

by Dennis Franks

Where do you go to air your bats? You know, a little edge-of-the-envelope activity which will hone those aerobatics skills and use the airplane to its full design potential. Give the earthbound a spontaneous lift while one reaches out and touches the face of God. Unfortunately, the sky is shrinking, and lately its shrunk more in the Puget

Sound area than other parts of the world.

FAR 91.303 is pretty specific about "where." Not below 1,500 feet, not over people, not at or over an airport, and not beneath the lateral boundaries of a Federal Airway. A common misconception amongst many of those folk who like to go out airing their bats, as it were, is that the bottom of the Federal Airway is listed on the IFR enroute charts as the minimum enroute altitude, or MEA. The thinking is that as long as you stay below that MEA, aerobatics are okay. **NOT SO.** The official interpretation is that the base of the airway coincides with the base of controlled airspace. This is usually either 700 feet or 1,200 feet agl. It can be higher, or lower depending upon your location. The thing to remember is that the base of the airway is the base of controlled airspace. And, of course, airways extend four miles either side of the centerline.

There are lots of areas around that do not fall under Federal Airways. These are easily determined using a Seattle Terminal Chart and an ordinary plotter. The Seattle FSDO has such a chart where the appropriate areas have been shaded with respect to the Federal Airways. Incidentally, due to a number of complaints over a long period of time, from both the flying and non-flying public, the FSDO has decided that aerobatics over inappropriate locations will be receiving more attention. Around Puget Sound and in Western Washington, one place where increased surveillance can be expected will be at non-towered airports on the weekends. What do we plan on looking for? There are items which imme-

diately come to mind, but it is a list which is open to any creative additions which may be observed. That list includes: "overhead" approaches which result in cutting off others already in the pattern; high speed low passes; aerobatics and/or aerobatic type maneuvers (e.g. banks in excess of 60°) above an airport; straight-in operations that cut off other pilots; parachute drops through clouds; parachute drops which have jumpers descending through established traffic patterns; all just to name a few.

The real point I'd like to emphasize here is that there is still room to do most of the things that all the various aviation enthusiasts desire. However, in a shrinking world, there are places where we are simply getting too close to each other. I think everyone can agree that, in aviation, one pilot's action or activity elbowing others is a plan for disaster. This isn't a new idea, or hi-tech. Its just common sense.

## YOUR SUBCONSCIOUS MIND AND YOU

Reprinted from the Transport Canada Aviation Safety publication, "Vortex", where they live by the slogan, "Learn from the mistakes of others; you'll not live long enough to make them all yourself".

I'd hate to insult your intelligence and I'm sure we all know about the French hypnotherapist Emil Coue' who wrote in the 1920s about the programming of the subconscious. But just to jog your memory, he described the difference between the conscious and subconscious mind and laid down these rules: Firstly, the conscious mind passes all information to the subconscious, which naively believes it; Secondly,

the more the information is stressed or repeated the more the subconscious believes it and is likely to act on it; and Thirdly, the subconscious is the boss. Any attempt by the conscious to go against the subconscious beliefs will cause the subconscious to rise up and overwhelm the conscious, even if it means causing it's own death.

Coue' cited an example. If you place two house bricks on the ground, put a long plank on them, and invite yourself to walk the plank without falling off, you should make it to the other side without falling off. Fit that same plank at twenty stories across two high rise buildings in zero wind conditions, and try walking across again. Whether you walk to the other side, or just get half-way there and fall to your death will depend on how your subconscious is programmed. If, as a result of your experience with the plank on the ground, you have told yourself you can walk across at any altitude, and you have no fear of falling off, you will walk to the other side. If you have fear of falling off but think you can make it anyway, you will probably walk part way, get wobbly, drop to your knees, and finish the job by crawling across.

If, however, you have a strong fear of falling off and have told yourself, "I'll fall off that plank if I try to cross it but nevertheless force yourself to do it, your subconscious will cause one of your knees to buckle, your hands to go numb as you try to grab the plank, and your body will fall to it's death.

The more you try to go against what your subconscious believes, the stronger the subconscious makes that belief happen, even to

the extent of causing its own death. Such is the power of the subconscious, says Coue'.

When most of us plan a flight from A to B, we program our subconscious to get to point B. All our thoughts and expectations are of a positive nature; we think only about getting there, and work out how to do it. We rarely plan to get part way there and turn back.

This, therefore, is the reason so many of us push our way through marginal or sometimes even lethal conditions, and on miraculously arriving at our destination tell ourselves we are stupid to have done it and there was no real need for us to have tried. We were lucky this time. Yet, zingo, what happens next time? We do exactly the same thing again!

When we reach marginal conditions, to the point where we should be turning back, our subconscious tells us to keep going. We are programmed to get to B, and that is where we must try to get. We can't help ourselves.

All right, what do we do to stop our own subconscious minds from wiping us out one day in bad weather? The answer is: we program ourselves to turn back. Before we submit our flight plan, we look it over for likely turn-back points and tell ourselves, "If I run into marginal conditions about there, I'll turn back." Before we start up, we tell ourselves (and our passengers), "If I run into marginal conditions on this flight, I'm going to turn back or land." That's all we have to do

Any pre-flight planning that programs the pilots' subconscious

mind not to "press-on" when things start to get rough may well save their lives, the lives of their passengers and a good aircraft to boot.

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## **FREQUENTLY ASKED QUESTIONS**

In the event you have questions regarding interpretations of the "new" FAR Part 61, have we got a deal for you. John Lynch, the FAA, Washington DC fellow who headed the team that did the revision in 1997, has an Internet site where he interprets virtually every paragraph of Part 61. It is the result of three years of questions and answers from concerned pilots and flight instructors. Frankly, we use it a lot here in the office.

You can find Mr. Lynch's site at

**[Wwww.mmac.jccbi.gov/afs/afs600/faqs-61.html](http://www.mmac.jccbi.gov/afs/afs600/faqs-61.html)**

The site even gives you the opportunity to ask questions, assuming, of course, you can think of a new one.

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## **ADDRESS CHANGE?**

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